

CLAIM SET AS AMENDED

1. (Currently Amended) A power transmission mechanism for a vehicle for transmitting the output of an engine to right and left wheels via a transmission comprising:

a reduction gear including a plurality of gears each having an axis on a common plane; and

right and left output shafts;

wherein the right and left output shafts of the reduction gear are provided apart in a longitudinal direction of a vehicle body,

the right output shaft being operatively connected to the reduction gear via one constant-velocity universal joint,

the left output shaft being operatively connected to the reduction gear via another constant-velocity universal joint, and

the two constant-velocity universal joints overlapping each other in the longitudinal direction of the vehicle body.

2. (Original) The power transmission mechanism for a vehicle according to claim 1, wherein:

said reduction gear includes a differential mechanism; and

the differential mechanism is arranged between the right and left output shafts.

3. (Original) The power transmission mechanism for a vehicle according to claim 1, wherein the transmission mechanism includes a belt continuously variable transmission extending rearwardly from the engine.

4. (Original) The power transmission mechanism for a vehicle according to claim 1, wherein one of the right and left output shafts is operatively connected to a forward side of said reduction gear and the other of said left and right output shafts is operatively connected to a rear side of said reduction gear.

5. (Original) The power transmission mechanism for a vehicle according to claim 1, wherein a distal end of said right output shaft is operatively connected to a right suspension arm and a distal end of said left output shaft is operatively connected to a left suspension arm and further including a shock absorber operatively positioned between said right and left suspension arms for absorbing shock therebetween.

6. (Original) The power transmission mechanism for a vehicle according to claim 5, and further including a left bell crank operatively connected to said left suspension arm and one end of said shock absorber and a right bell crank operatively connected to said right suspension arm and second end of said shock absorber for providing a swinging movement therebetween.

7. (Original) The power transmission mechanism for a vehicle according to claim 6, and further including a swinging mechanism operatively connected between said left and right bell crank and a body frame of the vehicle for allowing left and right oscillation of the body frame.

8. (Currently Amended) The power transmission mechanism for a vehicle according to claim 1, wherein the plurality of gears of the reduction gear includes a transmission gear operatively connected to a differential mechanism, and further including:

a left second gear operatively connected to the differential mechanism and to the left output shaft, and further including

a right second gear operatively connected to the differential mechanism and to the right output shaft,

said left second gear and said right second gear being displaced to each side of the differential mechanism ~~along a~~ along the longitudinal direction of the vehicle body.

9. (Previously Presented) The power transmission mechanism for a vehicle according to claim 8, wherein the plurality of gears of the reduction gear further includes a left first gear operatively connected to the differential mechanism and connected to the left second gear and right first gear operatively connected to the differential mechanism and connected to the right second gear for supply rotation thereto.

10. (Currently Amended) A power transmission mechanism adapted for use on a vehicle for transmitting the output of an engine to right and left wheels via a transmission comprising:

a reduction gear extending a predetermined distance along a longitudinal direction of a vehicle body, the reduction gear including a plurality of gears each having an axis on a common plane;

a right output shaft operatively connected to a right side of the reduction gear and extending therefrom; and

a left output shaft operatively connected to a left side of the reduction gear and extending therefrom;

wherein the right and left output shafts of the reduction gear are spaced a predetermined distance apart in a longitudinal direction of a vehicle body,

the right output shaft being operatively connected to the right side of the reduction gear via one constant-velocity universal joint,

the left output shaft being operatively connected to the left side of the reduction gear via another constant-velocity universal joint, and

the two constant-velocity universal joints overlapping each other in the longitudinal direction of the vehicle body.

11. (Original) The power transmission mechanism for a vehicle according to claim 10, wherein:

said reduction gear includes a differential mechanism; and
the differential mechanism is arranged between the right and left output shafts.

12. (Original) The power transmission mechanism for a vehicle according to claim 10, wherein the transmission mechanism includes a belt continuously variable transmission extending rearwardly from the engine.

13. (Original) The power transmission mechanism for a vehicle according to claim 10, wherein one of the right and left output shafts is operatively connected to a forward side of said reduction gear and the other of said left and right output shafts is operatively connected to a rear side of said reduction gear.

14. (Original) The power transmission mechanism for a vehicle according to claim 10, wherein a distal end of said right output shaft is operatively connected to a right suspension arm and a distal end of said left output shaft is operatively connected to a left suspension arm and further including a shock absorber operatively positioned between said right and left suspension arms for absorbing shock therebetween.

15. (Original) The power transmission mechanism for a vehicle according to claim 14, and further including a left bell crank operatively connected to said left suspension arm and one end of said shock absorber and a right bell crank operatively connected to said right

suspension arm and second end of said shock absorber for providing a swinging movement therebetween.

16. (Original) The power transmission mechanism for a vehicle according to claim 15, and further including a swinging mechanism operatively connected between said left and right bell crank and a body frame of the vehicle for allowing left and right oscillation of the body frame.

17. (Currently Amended) The power transmission mechanism for a vehicle according to claim 10, wherein the plurality of gears of the reduction gear includes a transmission gear operatively connected to a differential mechanism, and further including;

a left second gear operatively connected to the differential mechanism and to the left output shaft, and further including

a right second gear operatively connected to the differential mechanism and to the right output shaft,

said left second gear and said right second gear being displaced to each side of the differential mechanism ~~along a~~ along the longitudinal direction of the vehicle body.

18. (Previously Presented) The power transmission mechanism for a vehicle according to claim 17, wherein the plurality of gears of the reduction gear further includes a left first gear operatively connected to the differential mechanism and connected to the left

second gear and right first gear operatively connected to the differential mechanism and connected to the right second gear for supply rotation thereto.

19. (Previously Presented) The power transmission mechanism for a vehicle according to claim 1, further comprising:

a case separate from the crankcase and being attached to the crankcase; and
the differential mechanism is housed in the separate case.

20. (Previously Presented) A power transmission mechanism for a vehicle according to claim 19, wherein said case includes a central portion for housing the differential mechanism and left and right portions for housing drive mechanisms for imparting rotation to said left and right rear wheels.

21. (Cancelled)

22. (Cancelled)